2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
253

Town of Leesburg

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Leesburg																
				From: Bus SR 7; WCL Leesburg												
7 Market St West	1.85	**43000**	**F**	93%	0%	4%	1%	1%	0%	F	0.090	F	0.783	43000	F	2002
				To: US 15 King St												
7 (15) Leesburg Bypass	1.60	**45000**	**F**	92%	1%	3%	1%	2%	0%	C	0.091	F	0.531	47000	F	2002
				From: US 15, BUS SR 7 Market St												
7 Market St East	1.83	**54000**	**F**	97%	1%	1%	0%	0%	0%	F	0.084	F	0.634	57000	F	2002
				To: ECL Leesburg												
				From: WCL Leesburg												
Bus 7 Market St	0.12	**13000**	**F**	99%	0%	1%	0%	0%	0%	F	0.099	F	0.731	14000	F	2002
				To: Fairview St												
Bus 7 Market St	0.25	**11000**	**F**	99%	0%	1%	0%	0%	0%	C	0.100	F	0.728	12000	F	2002
				From: 253-4206 Loudoun St												
Bus 7 Market St	0.27	**7900**	**F**	99%	0%	1%	0%	0%	0%	F	0.096	F	0.742	8400	F	2002
				To: 253-4205 Ayr St												
Bus 7 Market St	0.36	**8700**	**F**	99%	0%	1%	0%	0%	0%	F	0.090	F	0.713	9200	F	2002
				From: Bus US 15												
Bus 7 Market St	0.09	**11000**	**F**	99%	0%	1%	0%	0%	0%	F	0.084	F	0.503	12000	F	2002
				To: Church St												
Bus 7 Market St	0.23	**9800**	**F**	99%	0%	1%	0%	0%	0%	C	0.081	F	0.523	10000	F	2002
				From: 253-4206 Loudoun St												
Bus 7 Market St	0.27	**19000**	**F**	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	20000	F	2002
				To: 253-4200 Catoctin Circle												
Bus 7 Market St	0.71	**30000**	**F**	99%	0%	1%	0%	0%	0%	F	0.088	F	0.573	32000	F	2002
				From: US 15; SR 7												
				From: SCL Leesburg												
15 King St	1.09	**16000**	**F**	91%	1%	2%	1%	5%	0%	C	0.085	F	0.549	17000	F	2002
				To: 253-4209 Evergreen Mill Rd												
15 King St	0.38	**27000**	**F**	91%	1%	2%	1%	5%	0%	F	0.089	F	0.617	28000	F	2002
				From: SR 7, Bus US 15												
15 Leesburg Bypass	1.60	**45000**	**F**	92%	1%	3%	1%	2%	0%	C	0.091	F	0.531	47000	F	2002
				To: SR 7 Market Street East												
15 Leesburg Bypass	0.75	**41000**	**F**	91%	1%	3%	1%	5%	0%	F	0.09	F	0.612	42000	F	2002
				From: 253-4208 Edwards Ferry Rd												
15 Leesburg Bypass	1.18	**25000**	**F**	91%	1%	3%	1%	5%	0%	F	0.09	F	0.636	26000	F	2002
				To: NCL Leesburg												
				From: 0.05 MN US 15; SR 7												
Bus 15 King St	0.51	**23000**	**F**	98%	1%	1%	0%	0%	0%	C	0.093	F	0.502	24000	F	2002
				To: 253-4200 Catoctin Cirle												
Bus 15 King St	0.08	**12000**	**F**	98%	1%	1%	0%	0%	0%	F	0.096	F	0.588	13000	F	2002
				From: Fairfax St												
Bus 15 King St	0.40	**10000**	**F**	98%	1%	1%	0%	0%	0%	F	0.101	F	0.503	11000	F	2002
				To: 253-4206 Loudoun St												
Bus 15 King St	0.23	**9300**	**F**	97%	0%	2%	0%	0%	0%	F	0.087	F	0.518	9900	F	2002
				From: North St												
Bus 15 King St	0.87	**7000**	**F**	97%	0%	2%	0%	0%	0%	F	0.094	F	0.501	7400	F	2002
				To: NCL Leesburg												

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Town of Leesburg																
East				From: US 15												
267 Dulles Greenway	0.69	**16000**	**N**	98%	0%	1%	0%	0%	0%	N	0.180	N		16000	N	2002
Combined Traffic:		**31000**	**N**	98%	0%	1%	0%	0%	0%	N	0.107	N	0.818	33000	N	
				To: SCL Leesburg												
West				From: US 15												
267 Dulles Greenway	0.70	**16000**	**F**	98%	0%	1%	0%	0%	0%	F	0.177	F		17000	F	2002
Combined Traffic:		**31000**	**N**	98%	0%	1%	0%	0%	0%	N	0.107	F	0.818	33000	N	
				To: SCL Leesburg												
				From: 253-4200												
9282 53	0.08	**280**	**R**								NA			NA		1999
				To: Dead End												
				From: Douglas Elementary School												
9284 53	0.01	**380**	**R**								NA			NA		1999
				To: Douglas Elementary School												
				From: Loudoun Co High School												
9536 53	0.13	**610**	**R**								NA			NA		1999
				To: 53-4205												
				From: Bus US 15 King St												
1 Battlefield Parkway	0.83	**5500**	**F**	98%	1%	1%	0%	0%	0%	C	0.107	F	0.507	5800	F	2002
				To: US 15 Leesburg Bypass												
1 Battlefield Parkway	0.42	**3300**	**F**	From: 95%	2%	2%	2%	0%	0%	C	0.14	F	0.590	3500	F	2002
				To: Smartts Lane												
				From: US 15												
3 Fort Evans Rd	0.89	**1800**	**G**	89%	3%	4%	2%	2%	0%	C	NA			1900	G	2002
				To: ECL Leesburg, 53-773												
				From: Bus SR 7 Market St												
4 Plaza St	0.44	**8500**	**F**	97%	1%	1%	0%	0%	0%	F	0.094	F	0.551	9000	F	2002
				To: 253-4208 Edwards Ferry Rd												
4 Plaza St	0.48	**3900**	**F**	From: 97%	1%	1%	0%	0%	0%	C	0.109	F	0.664	4100	F	2002
				To: Rust St												
				From: Battlefield Pkwy												
4 Plaza St	0.32	**2700**	**F**	97%	1%	1%	0%	0%	0%	F	0.154	F	0.711	2900	F	2002
				To: Rust St												
				From: 0.16 Mi N of C2SR 7 E Market St												
4200 Catoctin Cir	0.29	**7000**	**M**								NA			NA		2002
				To: C2SR 7 E Market St												
				From: C2SR 7												
4200 Catoctin Cir	0.17	**17000**	**G**	97%	0%	2%	0%	1%	0%	C	NA			18000	G	2002
				To: South St												
4200 Catoctin Cir	0.63	**18000**	**G**	From: 89%	1%	2%	2%	7%	0%	C	NA			19000	G	2002
				To: King St S, US 15												
4200 Catoctin Cir	0.57	**7800**	**F**	From:							0.104	F	0.709	8200	F	2002
				To: Dry Mill Rd												
4200 Catoctin Cir	0.38	**5000**	**F**	From:							0.1	F	0.683	5300	F	2002
				To: Childrens Center Rd												
4200 Catoctin Cir	0.29	**4100**	**F**	From:							0.102	F	0.625	4300	F	2002
				To: Market St W												
4200 Fairview St	0.64	**1300**	**G**	From: 94%	1%	3%	1%	2%	0%	C	NA			1300	G	2002
				To: Old Waterford Rd												
				From: SCL Leesburg												
4201 Sycolin Rd	1.61	**NA**									NA			NA		
				To: US 15												
4201 Sycolin Rd	0.64	**NA**		From:							NA			NA		
				To: C2SR 7												

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Town of Leesburg																
From: WCL Leesburg																
(4205) Dry Mill Rd	0.59	**3600**	**F**	99%	0%	1%	0%	0%	0%	C	0.159	F	0.871	3800	F	2002
To: Lee Ave																
From:																
(4205) Dry Mill Rd	0.25	**4000**	**F**	99%	0%	1%	0%	0%	0%	F	0.189	F	0.693	4300	F	2002
To: Catoctin Cir																
From:																
(4205) Dry Mill Rd	0.49	**2700**	**F**	99%	0%	1%	0%	0%	0%	F	0.134	F	0.594	2900	F	2002
To: W Loudoun St																
From: Loudoun St																
(4205) Ayr St	0.09	**640**	**F**	99%	0%	1%	0%	0%	0%	F	0.139	F		680	F	2002
To: Market St																
From: Market St West																
(4206) Loudoun St	0.28	**3900**	**F**	99%	0%	1%	0%	0%	0%	C	0.108	F	0.861	4200	F	2002
To: 253-4205 Ayr St																
From:																
(4206) Loudoun St	0.35	**6300**	**F**	99%	0%	1%	0%	0%	0%	F	0.121	F	0.765	6700	F	2002
To: Bus US 15																
From:																
(4206) Loudoun St	0.09	**7800**	**F**	97%	0%	2%	0%	0%	0%	F	0.099	F	0.665	8300	F	2002
To: Church St																
From:																
(4206) Loudoun St	0.21	**7700**	**F**	97%	0%	2%	0%	0%	0%	C	0.093	F	0.606	8100	F	2002
To: Market St East																
From: E Market St																
(4208) Edwards Ferry Rd	0.11	**3200**	**F**	99%	0%	1%	0%	0%	0%	F	0.089	F	0.538	3400	F	2002
To: Harrison St																
From:																
(4208) Edwards Ferry Rd	0.25	**4400**	**F**	99%	0%	1%	0%	0%	0%	C	0.112	F	0.586	4700	F	2002
To: Woodberry Rd																
From:																
(4208) Edwards Ferry Rd	0.16	**4600**	**F**	99%	0%	1%	0%	0%	0%	F	0.095	F	0.515	4900	F	2002
To: Prince St																
From:																
(4208) Edwards Ferry Rd	0.20	**9600**	**F**	99%	0%	1%	0%	0%	0%	F	0.097	F	0.53	10000	F	2002
To: Washington St																
From:																
(4208) Edwards Ferry Rd	0.09	**8800**	**F**	99%	0%	1%	0%	0%	0%	F	0.098	F	0.52	9400	F	2002
To: Mayfair Dr																
From:																
(4208) Edwards Ferry Rd	0.06	**8900**	**F**	99%	0%	1%	0%	0%	0%	F	0.095	F	0.503	9400	F	2002
To: Plaza St																
From:																
(4208) Edwards Ferry Rd	0.09	**13000**	**F**	99%	0%	1%	0%	0%	0%	F	0.100	F	0.566	14000	F	2002
To: Cherry St																
From:																
(4208) Edwards Ferry Rd	0.31	**14000**	**F**	99%	0%	1%	0%	0%	0%	F	0.102	F	0.581	15000	F	2002
To: US 15																
From: US 15																
(4209) Evergreen Mill Rd	1.01	**7400**	**F**	95%	1%	2%	1%	1%	0%	C	0.146	F	0.569	7900	F	2002
To: Masons Lane																
From: Mason Lane																
(4209) Evergreen Rd	0.01	**NA**									NA			NA		
To: 53-621 JB-253 SCL LEESBURG																
From: US 15																
(4210) Evergreen Mill Rd	0.40	**NA**									NA			NA		
To: SCL Leesburg																
From: Trailview Blvd																
Cardinal Park Dr		**5600**	**F**								0.101	F		5600	F	2002
To: Market St																
From: 0.18 Mi N Market St																
Catoctin Cir		**8100**	**F**								0.100	F		8100	F	2002
To: Edwards Ferry Rd																
From:																
Catoctin Cir		**420**	**F**								0.105	F		420	F	2002
To: .19MN Edwards Ferry Rd																

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				From: Leesburg SCL												
Crosstrail Blvd Prop		**16000**	**F**								0.095	F	0.777	16000	F	2002
				To: Fort Evans Rd												
				From: US 15												
Edwards Ferry Rd		**4000**	**F**								0.105	F		4000	F	2002
				To: .31 ME OF US 15												
				From:												
Edwards Ferry Rd		**1900**	**F**								0.116	F		1900	F	2002
				To: ECL Leesburg												
				From: Country Club Drive												
Governors Drive		**940**	**F**								0.141	F	0.696	940	F	2002
				To: US 15												
				From: South Street												
Harrison Street		**4800**	**F**								0.171	F	0.599	4800	F	2002
				To: Market Street												
				From: Dead End												
Trailview Blvd Prop		**1200**	**F**								0.123	F	0.5	1200	F	2002
				To: Cardinal Park Dr												